

SOUTH PRODUCTION NOTES

October 10, 2014
11-7 Shift

BASF EMPLOYEES
102 Last Recordable
463 Last Lost Time

Priorities 1 through 10 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/#3 P&S Dryer/#3RC/CTO
- 2) Reduction Towers
- 3) Reduction Tower Screeners
- 4) South PK
- 5) #1 Line
- 6) #2 Line/#2RC
- 7) #5 RC
- 8) West Pfaudler
- 9) #4 RC ZR 0405 next
- 10) Horne Tableting
- 11) Abbe/#6RC

1 MED / AI-4190:

Continue to run. Check diameters and change dies as needed.

Midnight shift: Continued.

Day shift: Continued.

Afternoon shift: Continue. Moved some of the dried bags to 1st floor to make room (put bags by #2 and #3 dryers).

1 RC / Maintenance work:

Down-Work scheduled on calciner the weeks of 9/22 and 9/29.

Midnight shift: Down

Day shift: Down

Afternoon shift: Down

Exhaust to

2 MED line / Cu-0860:

Cleaned and should be ready to go. Also, we will be using Cu 3818 lot 484 in powder room.

Midnight shift: Should be able to run on day shift. Dry ice to arrive Thursday.

Day Shift: Waiting for dry ice.

Afternoon Shift: Started up line 2nd half of shift. So far, OK. Keep eye on portable chiller (was showing "freezestat" and kicking out earlier-running better now).

#2 RC/ 0860 next:

Will need to light once we get running.

Midnight Shift:

Day Shift: No activity.

Afternoon shift: No activity yet. Will need to break down Cu 1230 bags and fines drums, then check screens in screener to verify they are OK before calcining. No other cleaning necessary.

Exhaust to CTO

#3 Dryer/ D-1795 :

Continue to feed buggies as they become available.

Midnight Shift: Continued to feed.

Day shift: Continued.

Afternoon Shift: Continue as feed available (will be out midnight shift due to east pfaudler not running)

#3 RC / D-1795:

Continue on. Keep feed rate @ 600 Lbs/Hr.

Midnight shift: Continued. Feed rate is at 622.

Day shift: Continued-feed rate is at 618.

Afternoon Shift: Continue

Exhaust to CTO

New Pfaudler / V-2045:

Acid wash completed, but not very successful. Lid was removed and pfaudler was power washed, but still has build up inside of it. When we restart, we need to vacuum off the tops of the bags. They cannot leave the department with vanadium on them.

Midnight shift: Drum of Nitric acid has been located on the second floor of building 27. Confirm with Grodecki / Zavodnik as to whether we should use this for a second acid washing.

Day shift:

Afternoon Shift: No activity. May need to steal west pfaudler vacuum pump and use for east pfaudler...to be decided on Friday.

6 Tank / Vanadyl Oxalate:

Monitor tank.

Midnight Shift: Monitored tank.

Day Shift:

Afternoon shift: Monitor tank

National Dryer:

No activity

Midnight Shift: No activity.

Day shift: No activity

Afternoon Shift: No activity

#4 RC / Selexorb/ZR-0405 Next?:

Finished.

Midnight Shift: Nothing more to feed.

Day shift: Temps are coming down to reverse and clean.

Afternoon Shift: Down...waiting for product confirmation & cleaning needs

Exhaust to 4A DC

#5 RC / Cu-3818:

If calciner feed end begins to spill out like it did before we will need to stop and hold until the redesign is implemented after the weekend. When we are back and running, continue to feed Phibro Tech Cu Carb (not World Metals). W.O.W. for inspection of the 5A roto-lock (possibly worn paddles). (RS 9/8/14) – When run is complete.

Midnight Shift: Having issues at the discharge end. Being worked on late in the shift.

Day shift: Continued.

Afternoon shift: Restarted after hoist issue resolved again. Running OK so far, watch both vac-u-max units (feed and discharge ends) for backing up, spillage, etc...

Exhaust to 5A DC

Abbe Blender / 5206:

ONLY run Abbe on off shifts and weekends.

Midnight shift: No activity

Day shift: No activity-restart on 2nd shift.

Afternoon Shift: Did not run 2nd shift. Schedule manpower midnight shift

#6 RC / D-5206

Down until we can get the dryer lit(see below). Continue when we have feed and can run the Abbe.

Midnight shift: Calciner is lit and on hold. Building feed from the abbe. Should be able to start feed on second shift if the abbe can be run then.

Day Shift: Start feeding on 2nd shift.

Afternoon shift: Feeding available buggies

Exhaust to Sly Scrubber

Tower 3/DPT 101:

Loaded and running.

Midnight Shift: Loaded and running. About another day.

Day shift: Continued.

Afternoon shift: Should be coming down around midnight (early Friday morning)

Tower 6 / Cu-1230:

Continue. Loaded with the first load of Cu-1230.

Midnight Shift: Loaded and running. Another 2 days or so.

Day shift: Continued.

Afternoon shift: Continue

North Screener /DPT-101 next:

Continue On.

Midnight shift: Continued. Screening should be completed early on day shift.

Will need to start cleaning for change over.

Day shift:

Afternoon shift: Should be ready for DPT 101

South Screener / Cu 1230 next :

Continue On.

Midnight shift: Continued. Screening should be completed early on day shift.

Will need to start cleaning for change over.

Day shift:

Afternoon Shift: Should be close to ready for Cu 1230

#2662 (west) Pill Machine / Al-3915 T 5/32:

Midnight shift: Cleaning/PMing.

Day Shift: Down

Afternoon shift: Down

#2664 (east) Pill Machine / Al-3915 T 5/32:

Midnight shift: Continuing to run.

Day shift: Continued.

Afternoon shift: Continue...operator had to leave early, continue midnight.

Old Pfaudler / D-1795:

Continue. NEED 4 BATCHES PER DAY

Midnight Shift: Continued.

Day Shift: Down-work order is in to repair vacuum pump at 11:20am.

Afternoon shift: Maintenance attempted to repair pump and checked coupling, no change in performance. Pump continued to make loud vibrating noise and kept kicking out. After vacuum system was flushed out, tried to run again but pump would only run for 4-5 minutes. The pfaudler is currently only loaded with base (no solution at this time), weigh tank is full. Need production, maintenance and engineering teams to decide what to do with the vacuum system on Friday morning (purchase new pump, pull west pfaudler vacuum pump and exchange with east pump). Leon Zavodnik was notified.

7 Tank AMT:

Tank made on midnight shift. Keep between 25 and 35. Thermocouple that was installed was annihilated, probably by the agitator. This may cause a line pluggage in the future.

Midnight Shift: Continue to monitor tank.

Day Shift:

Afternoon shift: Continue to monitor

PK Blender/Na Selexorb now, pill mix late Friday:

Do not blow down the dust collector. Do not make batches if the DP on the dust collector is not in range. Be sure to clean the dust collector clean out ports.

Midnight Shift: Made batches. Finished bags need to be taken to shipping back by the Dow building.

Day shift: We will clean to go back to pill mix on Friday night-start making batches by day shift Saturday.

Afternoon shift: Pulled operator and did not run on afternoon. As stated in day notes, continue Na Selexorb until Friday night before switching to pill mix

TK #2 / V-2046:

Continue loading, unloading. Make sure temps are in line, and sample as required.

Midnight shift: Continued to just unload.

Day Shift: Unloading-B Grodecki is working on modifying milling system.

Afternoon shift: Continue unloading only...no milling for now until mill leaks are repaired

TK #4 / Cu 0540 next (Sterotex screening for now):

This kiln is off.

Midnight shift:

Day Shift: Nothing

Afternoon shift: Some Sterotex screening for additional pill mix

Harrop Kiln / Al 3920/Al-4190 Next:

Continue to load and unload and assist screener operator.

Midnight shift: Continued.

Day Shift: Continued.

Afternoon shift: Continue

Building 27 Belt Filter / Cu 6081:

No activity. The ceilings in building 27 will be painted week of Sept 22 everywhere but the horne machine area.

Midnight shift: No change.

Day shift: Still painting.

Afternoon Shift: Continue preparing for Cu 6081 strikes next week.

Where is material? Where can we put finished material?

There is Versal 250 in shipping and in the truck in our dock 1. There is 1 bag of puralox for the V 2045 on the back of the truck in our dock 1 and more in shipping in 50916. All of the X lots of AL-3915 are in the Harrop Kiln building. The AMT for the D 1795 is in the rail shed. There is more Selexorb in 509536 (Dow building area). Please keep taking the Selexorb Na from the PK to shipping there should be an empty bay in 509536 to put it. The D 1795 from #3 RC can go on the truck in our dock 3.